

INTRODUCTION OF REMOVING  
FEDERAL BARRIERS TO OFFER-  
ING OF MOBILE WAGERS ON IN-  
DIAN LANDS ACT

**HON. J. LUIS CORREA**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 1, 2021*

Mr. CORREA. Madam Speaker, today, I introduced the Removing Federal Barriers to Offering of Mobile Wagers on Indian Lands Act. Tribal government gaming is the primary source of revenue for hundreds of tribal nations throughout this country who otherwise would not have the basic resources to provide for the health, safety and general welfare of their citizens and others who live on tribal lands. This economic development activity has been key to tribal economies since the United States Supreme Court first affirmed the inherent sovereign right of tribal governments to conduct gaming on their lands in 1987. A year later, in 1988, Congress enacted restrictions on tribal government gaming through the federal Indian Gaming Regulatory Act. This law affirmed the right of tribal governments to conduct gaming on their lands but tried to balance the equities between tribal and state governments when tribes are conducting Las Vegas style gaming.

Not every tribal nation is able to conduct gaming, but for those who are located in viable gaming markets, it has proven to be one of their more successful economic ventures. Many tribal nations have become economic engines in their regions, employing thousands of people and investing tens of millions of dollars into the regional economies on an annual basis.

However, the gaming industry is quickly evolving and more and more states are legalizing some form of gaming activity that primarily utilizes the internet. Sophisticated, well-financed digital companies that did not exist even ten years ago are changing the gaming industry before our eyes. Online sports betting seems to be the popular choice this year for many state legislatures.

As tribal governments begin to prepare to move their gaming activities into the online world, there have been some questions about whether such gaming activities would continue to be primarily governed by the federal Indian Gaming Regulatory Act. The federal law governing tribal gaming was enacted in 1988, prior to the internet being readily available, and the law does not expressly address the internet. As you can imagine, setting up these new gaming systems involves significant financial investments. Tribal governments should not be required to make these investments without having clarity and comfort of what laws will apply to them. For that reason, I am introducing this bill to clarify the federal Indian Gaming Regulatory Act and make clear what the congressional drafters would have done in 1988 had the internet been around at time. This bill would clarify that for purposes of tribal government gaming, the location of the wager occurs at the location of the server, unless a state and Indian tribe otherwise agree. Making this clarification will keep intact the current system of tribal gaming and eliminate any frivolous litigation. Tribal government gaming has been around for more than 30 years and this bill merely clarifies how that system of gaming should evolve into the internet.

This bill does not authorize any type of internet gaming; that is within the authority of each state to do. All this bill does is clarifies the location of where the wager takes place for purposes of tribal government gaming. It clarifies that internet gaming will be conducted by tribal governments under the same framework that they currently conduct gaming in their physical casinos.

As someone who has long lived in a state with more than 110 federally recognized tribal nations, I have seen firsthand how tribal government gaming has benefitted the tribal nations, their citizens, the surrounding communities and the state government. This bill is merely intended to provide some clarity and comfort as tribal gaming moves into the next frontier of the internet. As the United States Supreme Court confirmed in 1987, tribal governments retained the inherent sovereign right to conduct gaming on their lands. Congress needs to provide the clarification in my bill to ensure that tribal gaming is not relegated to the same fate as Blockbuster, but can move forward and thrive like Netflix in the era of the internet.

CHILD TAX CREDIT

**HON. LUCY McBATH**

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 1, 2021*

Mrs. McBATH. Madam Speaker, there is a special place in every parent's heart for summer with our children.

My son, Jordan, used to put on his little cleats and a big hat, and run out onto the field to play TeeBall with his friends on Saturday mornings.

After that, we'd go to the pool to cool off, eat lunch under a shady tree, play in the backyard as day turned to dusk, and read a story together as he drifted off to sleep.

Truly, summer is for hard-working parents to spend time with the little ones they love most. It is for our children to grow and live and play.

And that's why I'm so proud we just passed the Child Tax Credit into law. It means more money in the pockets of middle class families.

Now, over 680,000 families here in Georgia will receive a tax cut, and these credits will lift over 160,000 children out of poverty.

This is more funding for Georgia families to protect our children and lift up our community.

PERSONAL EXPLANATION

**HON. CHIP ROY**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 1, 2021*

Mr. ROY. Madam Speaker, had I been present, I would have voted NAY on Roll Call No. 197; NAY on Roll Call No. 198; NAY on Roll Call No. 199; NAY on Roll Call No. 200; NAY on Roll Call No. 201; YEA on Roll Call No. 202; NAY on Roll Call No. 203; and YEA on Roll Call No. 204.

INVESTING IN A NEW VISION FOR  
THE ENVIRONMENT AND SUR-  
FACE TRANSPORTATION IN  
AMERICA ACT

SPEECH OF

**HON. JAHANA HAYES**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, June 30, 2021*

Mrs. HAYES. Madam Speaker, I rise today to voice my opposition to Amendment No. 97/ No. 188 of H.R. 3684, the INVEST in America Act.

This amendment was included as part of an en bloc which I supported, however, I do not support this amendment. During my time in Congress I have been an ardent supporter of high-speed rail, building rail capacity and improving existing infrastructure in Connecticut, the Northeast, and across the country. Unfortunately, I do not believe this amendment and the specific compact it seeks to create are the best path forward for rail in my state, the region or the country. The INVEST in America Act presents us with an opportunity to make a once in a generation investment in our transportation systems and infrastructure, and in rail in particular. I am concerned that proposals like this take away from our ability to implement comprehensive, fully vetted plans, that are free of redundancies.

As we look towards the future of rail in the United States, we must be sure that we partner with state and local transit authorities, and stakeholders. We must also be sure to consider and mitigate the climate and environmental risks that stem from these projects.

Congress must advance a bold vision for our Nation's infrastructure, and I look forward to the INVEST in America Act passing the House. I hope the Senate will quickly begin working on this vital issue.

RECOGNIZING BRUCE WARNER'S  
PUBLIC SERVICE

**HON. EARL BLUMENAUER**

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

*Thursday, July 1, 2021*

Mr. BLUMENAUER. Madam Speaker, I rise to recognize a distinguished citizen of my state of Oregon. Bruce Warner has spent his life in public service in a significant variety of roles.

Today, Bruce steps down after ten years as Board President of the TriMet Board of Directors, which is my region's major transit district. During that time, he oversaw successful labor negotiations, a commitment to transition to zero-emission buses, the construction of a new light rail line, and the hiring of executives, managers, and employees that reflect the greatest number of people of color in a public agency in Oregon.

His devotion to serving his community is truly exceptional.

He was born in Fork, Washington and raised in Port Angeles. He graduated from the University of Washington in civil engineering, and while he is a Husky fanatic, we have never held that against him. He is an Oregonian not by birth but by heart.

He began his career as a young civil engineer designing parks and culverts before

quickly moving to Portland where he worked for the Army Corp of Engineers. Living far from work in distant South East Portland, Bruce rode a bus to work. He says that experience began shaping his thinking on transportation, equity, land use, and social responsibility. How transportation is provided as a service became part of his life-long critical examination.

He started as a City Engineer for Hillsboro Oregon and then was elevated to the director of Washington County's Land Use and Transportation. Again, ideas of equity, fairness, land use, and transportation continued to churn in his mind.

It came as a shock to many when, as the new director of the Oregon Department of Transportation Region One, he moved headquarters from a suburb to a regional center in downtown Portland. And, he limited employee parking and encouraged the use of transit instead. Transit over traffic. Pretty revolutionary for a leader who oversees freeways and highways to make a land use decision based on transit opportunities and equity for employees and the public.

He took a brief sojourn from ODOT to lead the solid waste efforts at our regional government and because of his tremendous talents, quickly became Metro's Chief Operating Officer.

He was then tapped by the governor and state legislature to lead the Oregon Department of Transportation. His service was remembered as a healing time for the agency with the legislature and closing the urban/rural divide.

He planned on retiring from ODOT, but was recruited to become the director of the Portland Development Commission where he supported small business development programs for communities of color; light rail construction in downtown; and one of his proudest achievements, the creation of affordable housing.

He tried to retire once again, but duty called. He was asked to be the temporary Hillsboro City Manager.

Oregon's governor most recently tapped Bruce to chair the TriMet Board of Directors. Under Bruce's leadership, TriMet built the Orange Line with the stunning Tilikum Crossing and using a historic number of minority certified contractors. Also, under construction currently is the Division Transit Project employing the largest minority contract award in Oregon's history.

During his free time, Bruce serves on boards of the Volunteers of America and Helping Hands, helping people in recovery.

A calming influence, famous for bringing people together, and settling problems, this leader is still trying to retire. It won't surprise me if he is tapped again. But until that time, I thank Bruce Warner.

INVESTING IN A NEW VISION FOR  
THE ENVIRONMENT AND SUR-  
FACE TRANSPORTATION IN  
AMERICA ACT

SPEECH OF

**HON. JOE COURTNEY**

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 30, 2021

Mr. COURTNEY. Mr. Speaker, I rise to express my support for the INVEST Act which fi-

nally, at long last, includes robust funding for roads, bridges, rail, and new incentives to address climate change equity and most importantly job creation. However, I want to clearly state my deep concerns for an amendment adopted by the House, which creates a so-called North Atlantic Rail Interstate Compact to control the development of high-speed rail.

I share the intent of the authors of the amendment to support high-speed rail throughout the Northeast. Connecticut and the Northeast region are home to some of the most densely-populated areas of the country, which are served well by mass transit, and high-speed rail would have significant positive impacts for our region and our nation as a whole. That is why I am proud to support the underlying bill, which triples funding to Amtrak and provides a 500 percent increase in the funding dedicated to improving high speed and passenger rail. The resources provided in the INVEST Act signal an unprecedented opportunity for the New England region, at the state and federal levels, to work together with common purpose to build on the work already being done to expand rail service in the northeast.

I remain concerned, however, about an amendment added to En Bloc No. 1 to establish a North Atlantic Rail compact. While I appreciate the goals of this proposal, I believe that it is duplicative of existing interstate regional rail efforts and short-circuits established cooperative long term rail planning in the region. The North Atlantic Rail compact has as a goal a multi-phase rail development vision for the northeast that includes initial "early action" projects, many of which are already under development, and longer term goals of a cross-Long Island Sound tunnel and a new right of way across the rural communities of eastern Connecticut. Notably, many of these longer term goals reflect previously considered plans for rail expansion in the northeast and contradicts already-completed environmental assessments for existing high-speed rail plans and could cause significant negative environmental impacts in our region.

The Federal Railroad Administration (FRA) has already done extensive study on many of the concepts listed in the North Atlantic Rail plan which have been ruled out as part of the Northeast Corridor (NEC) FUTURE comprehensive plan for the route from Washington, D.C. to Boston, Massachusetts. The existing NEC FUTURE plan has taken years of work with stakeholders with thousands of public comments and has met crucial environmental milestones to move forward. As noted by Amtrak in a June 28, 2021 letter to the House Transportation & Infrastructure Committee opposing the underlying compact proposal in the amendment, "Amtrak, state DOTs, the NEC Commission and FRA already have the institutional capabilities, the collaborative framework and the requisite rights to advance high-speed and other intercity passenger rail service in New England."

This compact as proposed in the amendment is also duplicative of existing regional rail cooperation between the Northeast Corridor states. The Northeast Corridor Commission and the NEC Future plan has been developed in partnership with state departments of transportation, metropolitan planning organizations, and local communities. In contrast, the NAR has been included as part of this bill without the support of major stakeholders such as the

Connecticut Department of Transportation and without clear plans for oversight, transparency and public engagement that are inherent in existing regional planning efforts and state and federal agencies.

This is a critical flaw, as many of the goals at the core of this compact would occur in and disproportionately impact Connecticut in the near and long term. As an alternative, the underlying bill authorizes expansion of interstate rail compacts that would be competitively approved and funded to develop plans to expand high speed rail through interstate cooperation and coordination. That is the approach that should be taken on this effort, rather than a duplicative organization without the full buy in of critical stakeholders.

I appreciate that there have been significant changes that Chairman DEFAZIO of the House Transportation and Infrastructure Committee and his professional staff made to the original NAR proposal, including making the North Atlantic Rail into an interstate compact instead of a federally-chartered special purpose entity, and most critically, requiring ratification from each state in order to go into effect in that state. The original proposal would have created an unaccountable federally-chartered entity with control of funds and eminent domain, which the Committee wisely eliminated from the plan. Unfortunately, these improvements still fail to justify the need for an additional interstate compact on top of existing state and regional entities and requires extensive evaluation and review as this bill moves forward.

As the House and Senate come together to finalize the surface transportation reauthorization bill, I will continue to raise these concerns with lead Congressional negotiators. Additionally, I hope that my colleagues consider weighing these impacts against the existing mechanisms which are already in place to create high-speed rail in the Northeast, including NEC FUTURE, and the underlying authority the bill provides to expand cooperative interstate rail compacts. Just last week on June 24, all 18 voting members on the Northeast Corridor Commission unanimously approved the CONNECT NEC 2035 plan, a 15-year action plan to rebuild the Northeast Corridor, and which could provide \$70 billion in state-of-good repair funds over the next 15 years. The existing framework of the NEC FUTURE already has the organization, funding, environmental safeguards, stakeholder support, and local buy-in to make high-speed rail a reality for our region more quickly and more effectively than the NAR proposal could do.

In closing, despite these concerns, which I believe can and will be addressed in the process and based on the overall historic opportunity that the INVEST Act provides, I will vote in the affirmative to keep this process moving forward.

JUNE 28, 2021.

Hon. PETER DEFAZIO,  
*Chairman, Committee on Transportation and Infrastructure, House of Representatives, Washington, DC.*

Hon. SAM GRAVES,  
*Ranking Member, Committee on Transportation and Infrastructure, House of Representatives, Washington, DC.*

DEAR CHAIRMAN DEFAZIO AND RANKING MEMBER GRAVES: I am writing to express Amtrak's concerns about reports that the House may include in the INVEST in America Act an amendment that would create a "North Atlantic Rail Compact" (NARC) with